

### ***Amendments to the Specification***

Please replace the paragraph beginning on page 71, line 1 with the following paragraph:

As mentioned above, according to this embodiment, the HST swash plate angle control is unrelated to switching of forward/backward traveling, and functions only for controlling the output rotation speed of the differential mechanism 10 (the ring gear 3) in one direction. Due to this, the main speed change lever 84 is provided with a shift range, which is extended in one direction to a maximum speed position MAX from the neutral position, as shown in Fig. 45. In addition, if the forward traveling rotation of the motor shaft 26 works for decelerating the ring gear 3 driven by the pump shaft 25 (on the contrary, the backward traveling rotation of the motor shaft 26 for accelerating the ring gear 3) similarly to the transmission 33, the neutral position of the main speed change lever 84 is set to a position corresponding to the maximum forward traveling speed position of the movable swash plate 22a, and the maximum speed position MAX is set to the maximum backward traveling speed position of the swash plate 22a.

Please replace the paragraph beginning on page 75, line 2 with the following paragraph:

When the forward/backward travel switch lever 89 is located in the forward traveling position F, the HST swash plate angle is set to a degree  $\theta_1$  so as to obtain a HST speed change ratio for obtaining a vehicle speed (main speed change ratio) corresponding to the set position  $D_1$  of the lever 84. On the other hand, when the lever 89 is located in the neutral position N, the HST swash plate angle is set to a degree  $\theta_0$  so as to obtain an HST speed change ratio for zeroing the vehicle speed (main speed change ratio), that is, so as to obtain an HST speed change ratio for stopping rotation of the main transmission output shaft 27. Namely, when the forward/backward travel switch lever 89 is set in the neutral position, the second transmission 102 does not only set the clutch 19 (190) into neutral, but also stops rotation of the main transmission output shaft 27 upstream of the clutch ~~40~~ 19. Accordingly, when the lever 89 is turned from the neutral position N to the forward traveling position F and the clutch 19 is engaged, the friction disks fitting the